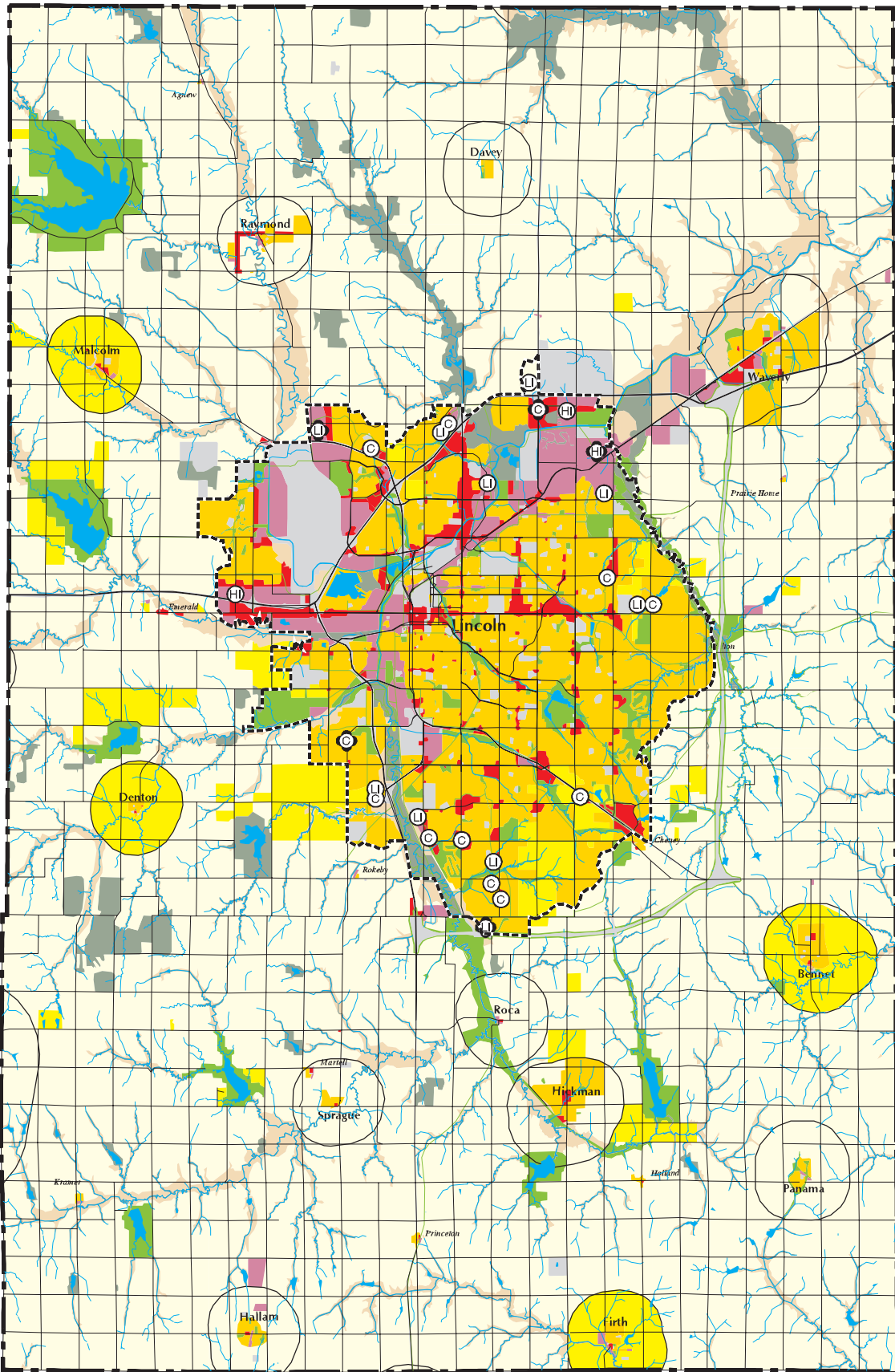


LINCOLN / LANCASTER COUNTY LAND USE PLAN

The location of each land use designation is generalized. The appropriateness of a particular zoning district for a particular piece of property will depend on a review of all the elements of the Comprehensive Plan. Please consult other sources for exact locations of environmental resources such as wetlands, native prairie and floodplain. Not all of these resources are displayed on this figure.

The incorporated town plans are displayed on this figure. In many circumstances the land use categories in the town plans were different from the categories used in the Lincoln / Lancaster County Plan, so some adjustments were made for the purposes of this display. These communities and their specific adopted plans should be consulted as the source for decisions within their zoning jurisdictions.

- Public and Semi-Public
- Lakes & Streams
- Environmental Resources
- Agricultural
- Agricultural Stream Corridor
- Residential, Urban
- Residential, Low Density
- Commercial
- Industrial
- Green Space
- Future Service Limit
- New Proposed Comm / Indus Centers
- (Not Site Specific)
- (Site Specific)



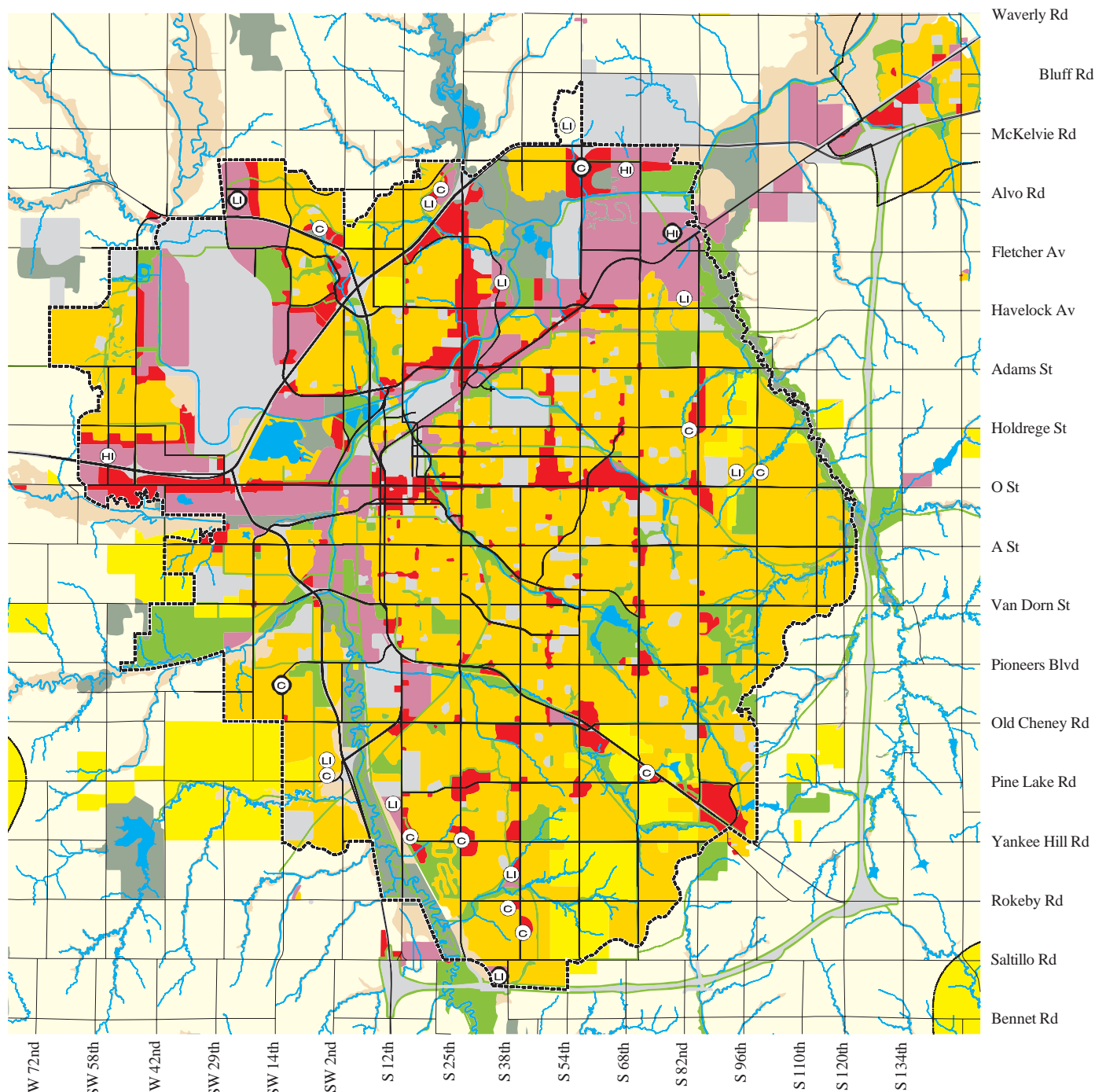
- Ashland Rd
- Little Salt Rd
- Agnew Rd
- Rock Creek Rd
- Davey Rd
- Branched Oak Rd
- Raymond Rd
- Mill Rd
- Waverly Rd
- Bluff Rd
- McKelvie Rd
- Alvo Rd
- Fletcher Ave
- Havelock Ave
- Adams St
- Holdrege St
- O St
- A St
- Van Dom St
- Pioneers Blvd
- Old Cheney Rd
- Pine Lake Rd
- Yankee Hill Rd
- Rokey Rd
- Saltillo Rd
- Bennet Rd
- Wittstruck Rd
- Roca Rd
- Martell Rd
- Hickman Rd
- Stagecoach Rd
- Panama Rd
- Olive Creek Rd
- Princeton Rd
- Pella Rd
- Firth Rd
- Gage Rd

- SW 142nd St
- SW 128th St
- SW 114th St
- SW 100th St
- SW 86th St
- SW 72nd St
- SW 58th St
- SW 42nd St
- SW 29th St
- SW 14th St
- SW 2nd St
- S 12th St
- S 25th St
- S 38th St
- S 54th St
- S 68th St
- S 82nd St
- S 96th St
- S 110th St
- S 120th St
- S 134th St
- S 148th St
- S 162nd St
- S 176th St
- S 190th St

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LINCOLN AREA DETAIL

FROM LINCOLN / LANCASTER COUNTY LAND USE PLAN

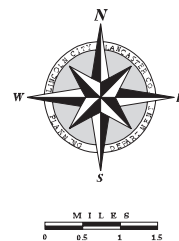


LEGEND

- | | |
|---|---|
| Residential, Urban | Lakes & Streams |
| Residential, Low Density | Environmental Resources |
| Commercial | Agricultural |
| Industrial | Agricultural Stream Corridor |
| Green Space | Future Service Limit |
| Public and Semi-Public | New Proposed Comm or Indus Centers |
| | (Not Site Specific) |
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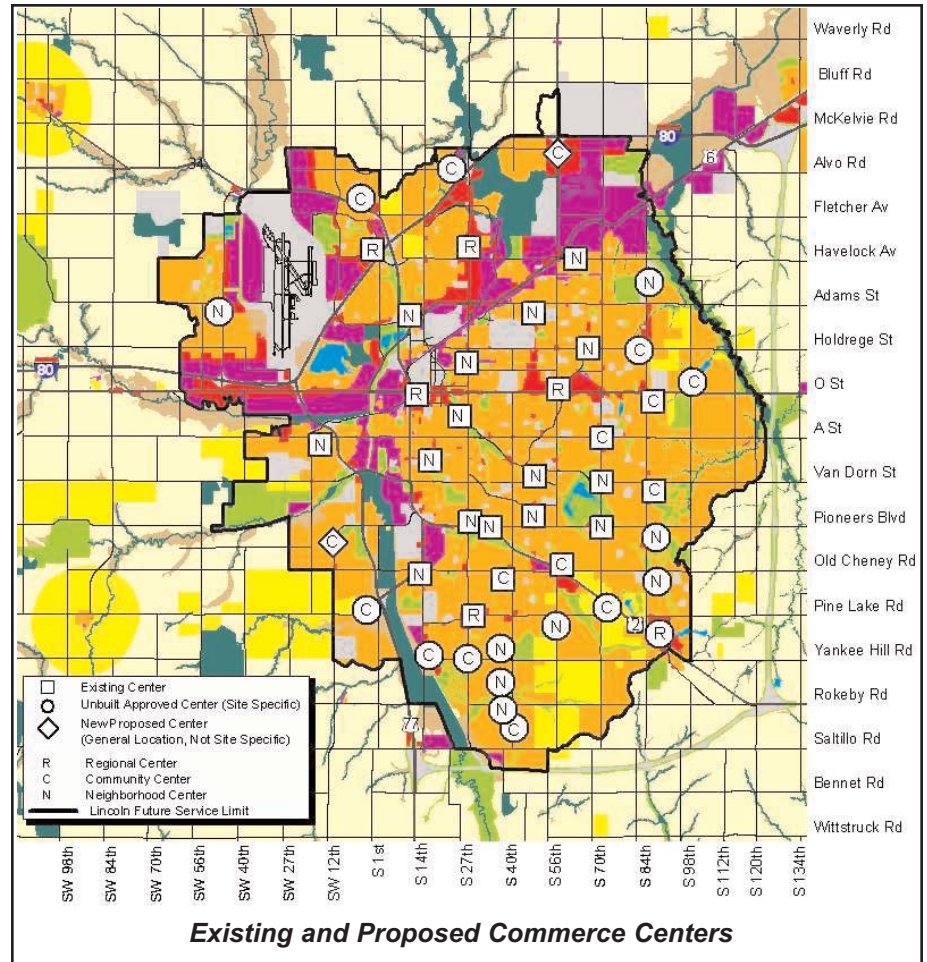
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The following section describes the general characteristics of each center, the locational criteria to be used in siting such centers, potential future locations, and compatibility guidelines for determining their applicability to a given location.

Guiding Principles applying to all forms of Commerce Centers are:

Commerce Centers should develop as compact clusters or hubs with appropriate site design features to accommodate shared parking, ease of pedestrian movement, minimize impacts on adjacent areas, and possess a unique character.

Commerce Centers should generally contain a mix of land uses, including residential uses. Higher density residential uses should be included in and/or adjacent to all commercial centers. Single use centers are discouraged – for example, office parks should include a supporting retail component, while shopping centers should include an applicable amount of office uses.



Commerce Centers shall be designed and constructed to meet the intent of the environmental resources section of this plan. These centers shall in themselves include green space and enhance green space separation, where possible, among communities and mixed-use areas.

Commerce Centers should be developed as integrated centers – “four corner commercial development” should be discouraged. Centers should be appropriately dispersed throughout the community to support convenience of access and to lessen impacts on infrastructure.

Strip commercial development is discouraged. Commerce Centers should not develop in a linear strip along a roadway nor be completely auto oriented.

New or established commercial uses should not encroach upon, or expand into, existing neighborhoods.

Streets and public spaces should be designed within each center to enhance pedestrian activity and support multiple modes of transportation. Commerce Centers should have convenient access to the major roadway system and be supported by roads with adequate capacity.

Physical linkages (i.e., sidewalks, trails, roads) should be utilized to directly connect Commerce Centers with adjacent development, although undesirable traffic impacts on adjacent residential areas should be avoided or minimized.

Commercial locations should be easily accessible by all modes of transportation including pedestrian, bicycle, transit and automobiles. Centers should be especially accessible to pedestrians and bicycles with multiple safe and convenient access points.

Buildings and land uses at the edge of the center should be compatible with adjacent residential uses. Examples of compatible land uses include offices or child care centers. Buildings should be compatible in terms of height, building materials and setback. Small compatible commercial buildings at the edge could include retail or service uses. Buildings with more intrusive uses should have greater setbacks, screening requirements and be built of more compatible materials.

The most intensive commercial uses, such as restaurants, car washes, grocery stores, gasoline/ convenience stores and drive thru facilities should be located nearer to the major street or roadway and furthest from the residential area. Citizens of the community have become increasingly concerned about “light pollution” and its affects upon neighborhoods and the environment. Lighting, dumpsters, loading docks and other service areas should be shielded from the residential area.

Adjacent residential neighborhoods should have two or more vehicle access points to the center. In general, the major access points to the commercial center should not bring outside traffic through the residential area.

Centers should contain a mix of residential, office, service and retail uses. In addition, other “residential” uses such as multi-family, single family attached, child care centers, and recreational facilities should be integrated within the development. Single use projects, such as office parks, are to be discouraged. Where properly sited, light manufacturing uses may be a part of larger commerce centers, except for neighborhood centers. Centers should create a pedestrian oriented environment in the physical arrangement of their buildings and parking.

The adjacent image of the “Future Commerce Center” displays how these principles might work together in future commercial centers:

- 1 Mix of office, retail and service uses
- 2 Pedestrian orientation, parking at rear, multiple pedestrian routes, buildings and uses close to each
- 3 More intense commercial uses (gas stations, grocery store, car wash, fast food, etc.) nearer to arterial street
- 4 No four corner commercial corners at intersections of major arterial streets
- 5 Transition of uses; less intense office uses near residential areas
- 6 Multiple vehicular connections between residential neighborhood and commercial center
- 7 Encourage commercial development at ½ mile between major intersections
- 8 Provide for transit opportunities in the center design
- 9 Provide public amenities such as recreational facilities, plazas, squares and other types of facilities or meeting areas open to public
- 10 Provide for housing opportunities

PROPOSED LOCATIONS

Since several Regional Centers are still under development and will take years to develop due to their size and scope, it is anticipated that they will serve the community's demand for Regional Centers well into the planning period.

C COMMUNITY CENTERS (C)

CENTER SIZE

Community Centers may vary in size from 300,000 to nearly a million square feet of commercial space. Typically, new Community Centers will range from 300,000 to 500,000 square feet.

DESCRIPTION

Community Centers are intended to be smaller in scale and intensity of uses than Regional Centers and serve a more targeted market and geographic area. Community Centers tend to be dominated by retail and service activities, although they can also serve as campuses for corporate office facilities and other mixed-use activities. When properly located, some light manufacturing or assembly when accessory to an office function may be allowed.

One or two department stores or "big box" retail operations may serve as anchors to the Community Center with smaller general merchandise stores located between any anchors or on surrounding site pads, such as Edgewood Shopping Center at S. 56th Street and Highway 2.

Examples of existing single use centers are the office parks for Firethorn/ Lincoln Benefit Life Office Park at S. 84th & Van Dorn, and the State Farm Office Campus at S. 84th & O Street. Other centers may have more of a mix of retail, office and residential uses such as Williamsburg Village at S. 40th and Old Cheney Road.

MARKET AREA

Community Centers can have a community wide appeal but primarily serve a geographic subarea within Lincoln and surrounding areas within the County. Depending on the mix of stores and other shopping opportunities in the area, existing Community Centers can have a market area that is quite extensive, even rivaling some Regional Centers.

CENTER SPACING

Community Centers should be located approximately two to three miles apart, depending upon their size, scale, function and area population.

LOCATION CRITERIA

The general location of future Community Centers should be indicated in advance in the Comprehensive Plan. These locations are not intended to be site specific but rather to suggest a general area within which a Community Center might be developed. The Plan recognizes the strong need to further and support an evolving marketplace. Thus, the exact location of a Community Center should be designated in the Comprehensive Plan as part of the development review process.

The community will not require market studies to determine the economic impact on existing development. However, new Regional and Community Centers will be generally sited in the Comprehensive Plan so that the potential impact on existing centers may be considered as part of the siting process.

Community Centers should be geographically well dispersed throughout the Lincoln urban area based upon the center spacing guidelines noted above.

DEVELOPING CENTERS

Centers are planned or underway at:

- Stonebridge Creek at N. 27th and Interstate 80
- Fallbrook at Highway 34 and N. 1st Street
- Vavrina Meadows at S. 14th and Yankee Hill Road
- S. 27th and Yankee Hill Road
- Lincoln Benefit Life/Firethorn at S. 84th and Van Dorn
- S. 70th and Highway 2

PROPOSED LOCATIONS

As urbanization occurs over the planning period, the demand for new, additional Community Centers will increase. Proposed generalized locations for the new Community Centers are as follows:

- Homestead Expressway (a.k.a., West Beltway) and West Denton Road
- S. W. 12th near West Pioneers Boulevard
- N. 56th Street and Arbor Road
- N. 98th and O Street
- S. 40th 1/2 mile south of Rokeby Road

SITING PROCESS

The locations of the Community Centers shown in the plan are generalized. It is anticipated that the center will develop somewhere within a ½ mile of the location shown in the Plan. As part of major development proposals that include proposed Community Centers, the exact location of the Community Center for that area should be determined and a Comprehensive Plan Amendment forwarded for consideration.

FLOOR AREA INCENTIVE

New Community Centers will typically range from 300,000 to 500,000 square feet. However, centers that follow most, if not all, of the incentive criteria listed at the end of this section, may be appropriate to develop with some additional space over 500,000 square feet:

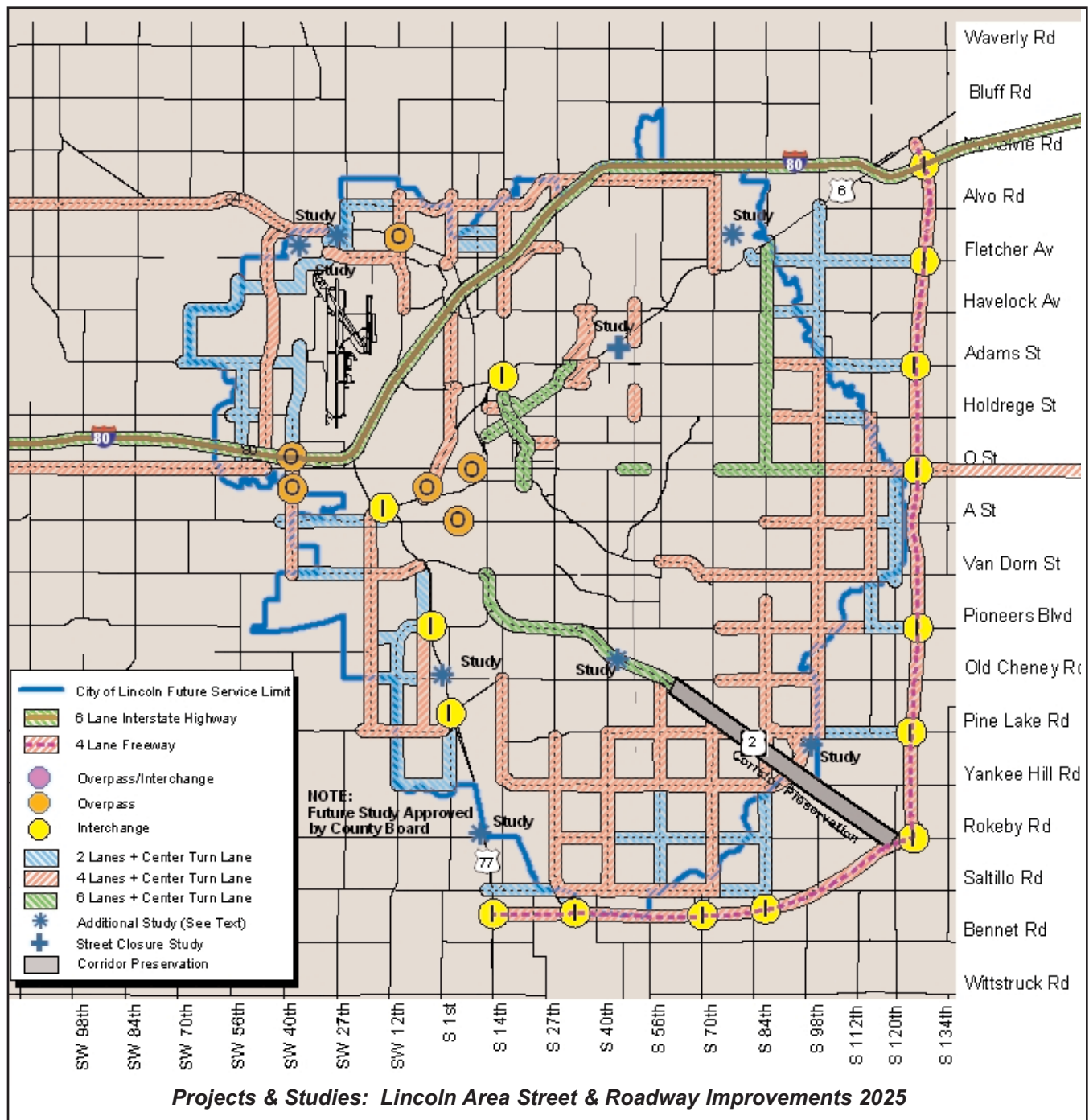
N **IGHBORHOOD CENTERS (N)**

CENTER SIZE

Neighborhood Centers typically range in size from 150,000 to 250,000 square feet of commercial space. Existing centers may vary in size from 50,000 to 300,000 square feet.

DESCRIPTION

Neighborhood centers provide services and retail goods oriented to the neighborhood level, such as Lenox Village at S. 70th and Pioneers Boulevard, and Coddington Park Center at West A and Coddington. These smaller centers will not include manufacturing uses.



C. Collector Streets: These streets serve as a link between local streets and the arterial system. Collectors provide both access and traffic circulation within residential, commercial, and industrial areas. Moderate to low traffic volumes are characteristic of these streets.

D. Local Streets: These are composed of all lower order facilities that essentially serve as a conduit between abutting properties and higher order streets. Local streets provide the lowest level of mobility and generally exhibit the lowest traffic volumes.

URBAN AREA STREET SYSTEM

The long range program for improving the urban area street system is detailed below. This effort involves numerous projects and studies taking many years and costing millions of dollars to complete. Close planning and coordination among various Federal, State and local government agencies and departments will be needed. The planned future urban area street system is presented within the following elements:

- Federal and State Improvements
- South and East Beltway
- Antelope Valley Roadway Project
- “Two Plus Center Turn Lane” Program
- Additional Urban Area System Improvements
- Proposed Studies
- Highway 2 Corridor Preservation
- Right of Way Considerations

FEDERAL AND STATE IMPROVEMENTS

During the planning period, improvements are planned for Interstate 80 and many of the existing Nebraska State Highways in Lincoln and Lancaster County. These improvements can generally be categorized as the widening of roadways or construction of interchanges. All of the projects listed below are considered to have funds committed to their construction during the planning period:

Interstate Hwy 80	6 lanes
US-34, East, 84 th Street to county line	4 lanes + turn lanes
US-34, West, city limits west to county line	4 lanes + turn lanes
US-6, West, city limits west to Emerald	4 lanes + turn lanes
US-6 (Sun Valley Blvd.), “O” Street to Cornhusker Hwy.	4 lanes + turn lanes
West “O” St., N.W. 48 th St. to N.W. 56 th St.	4 lanes + turn lanes
US-77 and West Capital Parkway Interchange	Interchange
US-77 and Warlick Blvd. Interchange	Interchange

The Interstate 80 project is part of the Nebraska Department of Roads’ intent to ultimately widen this facility to six lanes from Omaha on the east to Grand Island on the west. This widening will include reconstructing several interchanges and overpasses as the Interstate passes through Lancaster County. This project could also involve the relocation of certain interchanges and the possible elimination of existing overpasses.

The Nebraska Department of Roads has completed study of portions of US Highway 77 as it passes through Lincoln. This study gave consideration to upgrading the facility to freeway status from its present classification as an expressway. This upgrade will require eliminating existing at-grade intersections. These intersections could be replaced with interchanges, overpasses or the road connection could be eliminated all together with no crossing provided. As part of the US-77/West Beltway project, study for a potential overpass at US-77 and Old Cheney Road and Rokeby Road will be conducted as a joint State/County/City feasibility study, including a traffic analysis, a citizen participation element, an appropriate environmental review, and will be started no later than one year prior to the contract letting of the West Bypass freeway upgrade. The study will comply with FHWA procedures for Federal Aid projects and will attempt to maintain an Old Cheney connection to 1st Street.